

REMARKS/ARGUMENTS

Reconsideration of this patent application is respectfully requested in view of the foregoing amendments, and the following remarks. Claim 14 has been amended. No new matter has been added.

The Examiner rejected claims 14 and 16-22 under 35 U.S.C. §103(a) as being unpatentable over *Yildirim et al.* in view of *Hasegawa*, and rejected claims 23 and 24 as being unpatentable over *Yildirim et al.* in view of *Hasegawa* and further in view of *Seitter et al.* Applicants respectfully traverse.

Applicants have amended claim 14 to clarify that the sliding sleeve has a cavity through which fuel flows. Support for this amendment can be found in the specification in the paragraph bridging pages 5 and 6.

The present invention discloses a sliding valve for an internal combustion engine. The object of the invention is to simplify a tight-closing sliding valve and to reduce the mass for the moving parts. This is achieved by a sliding sleeve with control faces 23 which control the control openings 17, 18. These control openings are closed in a leak-free manner by the

control faces 23. The fuel is fed centrally through a cavity 22 in the sliding sleeve 12.

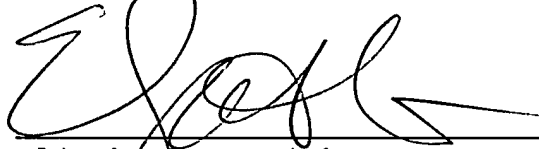
Yildirim shows a completely different injection valve for internal combustion engines, comprising an axially displaceable valve needle (5) with a furnished valve-closure member (6). The valve-closure member (6) cooperates with a valve seat surface (8) to form a sealing seat (9). Unlike the present invention, the fuel flow to the injection orifices is cut by the sealing seat (9), which does not lead to true leak free closing of the injection orifices. The system is not leak-free because of fuel between the sealing seat (9) and an injection orifice plate (2). Additionally, an additional pressure element is needed for this system to control tongues (14) of a disc spring (13). The present invention requires no such pressure element.

Hasegawa shows an injection valve similar to *Yildirim et al.*, both having in common that a valve needle and valve seat is needed to cut fuel injection. The elastic members of the injection valves (tongues 14 in *Yildirim et al*; part 5 in *Hasegawa*) only control the mass flow of fuel through injection orifices. In contrast, the present invention has a valve closing member in the form of a sliding sleeve with a cavity 22, which makes clear that the sleeve is hollow. Fuel passes through

cavity 22 to reach the injection orifices. Additionally, the sliding sleeve, spring tongues 25 and control faces 23 are formed from a single piece. This feature is not taught or suggested by Yildirim, Hasegawa or Seitter, either alone or in combination.

Accordingly, Applicants submit that the claims are patentable over the cited references, taken either singly or in combination. Early allowance of the amended claims is respectfully requested.

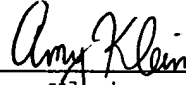
Respectfully submitted,
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